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CITY OF BURBANK  
COMMUNITY DEVELOPMENT DEPARTMENT

275 East Olive Avenue, P.O. Box 6459, Burbank, California 91510-6459

www.ci.burbank.ca.us

April 10, 2007

Ms. Carrie Pourvahidi  
Deputy Director  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

ATTN: Palmdale-Los Angeles

Dear Ms. Pourvahidi:

Thank you for allowing us to comment on the Notice of Preparation (NOP) for a Project Level EIR/EIS for the Palmdale to Los Angeles segment of the California High Speed Train System. As the City of Burbank is located along the segment and would have a station located within the City, we are very eager to work with the Authority as it further refines the project through the Project Level EIR/EIS phase. As we commented previously as part of the Program Level EIR/EIS in 2004, the City does have some specific concerns relating to the proposed project that we would like to see addressed as part of the Project EIR/EIS. Below are some of the issues that the City feels needs further discussion and analysis:

Project Alignment and Cross-Section

The Program EIR/EIS did not adequately detail the proposed alignment to be considered in the City of Burbank and did not clarify if an elevated, at-grade, or depressed cross section was being considered. The Project EIR/EIS should clarify the proposed cross section and provide a detailed analysis of the environmental effects of the proposed alignment, especially for any elevated segments. The City is concerned that plans outlined under the Program EIR/EIS do not consider a proposed rail grade separation at Buena Vista Street, nor do they show how the alignment will cross over or under existing grade separations at Burbank Boulevard, Magnolia Boulevard, and Olive Avenue. Finally, the City currently does not support the Combined UPRR/Metrolink & I-5 Alignment along Interstate 5 south of the Downtown Burbank Metrolink Station due to the significant residential noise and aesthetic impacts to low-income neighborhoods south of Olive Avenue.

Consistency with Planned Transportation Improvements

The City requests that the Project EIR/EIS consider planned transportation improvements in the Interstate 5 corridor between Hollywood Way and Olive Avenue. These improvements include a planned rail grade separation at Buena Vista Street (see above), a new grade-separated crossing at Empire Avenue, and extensive widening to Interstate 5 in this area that is planned to encroach in some of the existing rail right of way. As part of these improvements, the existing

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PLANNING  
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BUILDING  
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HOUSING & GRANTS  
818.238.5160  
  
TRANSPORTATION  
818.238.5270



LICENSE & CODE SERVICES  
818.238.5280  
  
WORKFORCE CONNECTION  
818.238.5065

UP/SCRRA rail line will be relocated within the right of way to accommodate the freeway improvements. The project EIR/EIS should include these projects when evaluating alignment cross-section alternatives in this area. In addition, both the City and the Metropolitan Transportation Authority (MTA) have adopted bicycle plans that identify a Class I bike path to be located in the rail right of way adjacent to San Fernando Blvd. and Victory Place. The City has applied for funding to construct a path in the City Limits, and the City of Los Angeles has already constructed a bicycle path in railroad right of way in the Sylmar area and has plans to extend this facility to the south. The City of Burbank requests that the Project EIR/EIS address the possibility of a bicycle path in the corridor and identify how the high speed train proposal might affect this facility.

#### Traffic and Circulation

The Program EIR/EIS and NOP describe a proposed station to be located at the Downtown Burbank Metrolink Station. We request that the Project EIR/EIS include a detailed traffic analysis of the effects the proposed station would have on adjoining street intersections, and include an analysis of the projected share of trips arriving to the station via alternative transportation modes. We request that the Authority consult with City staff to ensure that local impact thresholds and criteria are used to evaluate traffic impacts, and that mitigations for any impacts be developed as part of the high-speed train project. These thresholds can be provided to the Authority upon request. In addition, the EIR/EIS should include a study of projected parking needs as a result of the high speed train. Finally, any station circulation study should include an analysis of pedestrian and bicycle connections to ensure that the proposed station is well connected to adjoining land use and transit facilities to maximize integration of the station with the surrounding commercial, office, and residential land uses in the Downtown. Particular attention should be given to creating or improving pedestrian linkages between the proposed station on the west side of Interstate 5 and the Downtown land uses east of Interstate 5.

#### Land Use

The City of Burbank Center Plan amendment to the General Plan has identified the area near the Downtown Burbank Metrolink Station as an area for intensified, transit-oriented development, and is actively planning for future redevelopment of land adjacent to the station for a possible transit oriented development project. The City requests that the Project EIR/EIS identify and address any potential impacts to the ability to redevelop land in and around the proposed station, and address any possible inconsistencies with the Burbank Center Plan and the City's General Plan.

#### Noise and Vibration

The Program EIR/EIS identified areas in the City of Burbank that could experience "high" or "medium" noise and vibration impacts. We request that the Project EIR/EIS include a more detailed analysis of the location of these impacts and their relation to sensitive land uses such as residential neighborhoods, schools, parks, and sensitive commercial businesses (such as sound recording studios, etc.). Any areas of "high" or "medium" impact should include mitigation

measures to reduce exposure to these sensitive land uses. Consideration should be given to areas adjoining any elevated rail sections proposed under the Project EIR/EIS.

#### Socioeconomic and Environmental Justice Issues

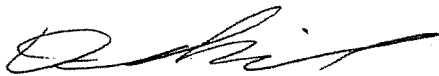
The Program EIR/EIS identified the possibility for impacts to low-income neighborhoods south of Olive Avenue, especially under the Combined UPRR/Metrolink & I-5 alignment. The City requests that the Project EIR/EIS further identify these potential impacts and identify mitigations as needed.

#### Relationship to Bob Hope Airport

The Draft Program EIR/EIS contemplated a station near Bob Hope Airport for the purpose of connecting the high-speed train system to this regional airport. However, the final Program EIR/EIS dropped this station from final analysis. As one of the goals of the high-speed train system is to connect regional airports, the City of Burbank requests that the Project EIR/EIS address how the high speed train system will be connected to Bob Hope Airport to ensure a better connection between regional air traffic from areas outside the state and destinations along the proposed high-speed train system.

Thank you again for providing the City of Burbank the opportunity to comment on the Notice of Preparation for the California High Speed Train Project. We look forward to working with the Authority on this project. If you have any further questions or require information on the City's impact thresholds for use in the analysis, please feel free to contact me at 818.238.5269 or via email at [dkriske@ci.burbank.ca.us](mailto:dkriske@ci.burbank.ca.us).

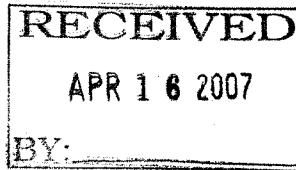
Sincerely,



David Kriske  
Senior Planner, Transportation  
City of Burbank Community Development Department



CITY OF GLENDALE, CALIFORNIA  
Planning Department



633 East Broadway, Room 103  
Glendale, California 91206-4385  
(818) 548-2140 (818) 548-2144  
(818) 548-2115 Fax (818) 240-0392  
[www.ci.glendale.ca.us](http://www.ci.glendale.ca.us)

April 12, 2007

Ms. Carrie Pourvahidi  
Deputy Director  
ATTN. Palmdale-Los Angeles, California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

**Re: Comments on Notice of Preparation of a Project Level  
Environmental Impact Report /Environmental Impact Statement for the  
Palmdale to Los Angeles Section of the California High-Speed Train System**

Dear Ms. Pourvahidi:

The City of Glendale Planning Department appreciates this opportunity to comment on the above referenced project, relative to impacts within in the City of Glendale. We have reviewed the Notice of Preparation (NOP) and would like to provide the following comments.

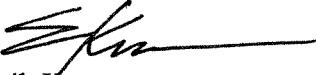
1. Please specify in the EIR/EIS the speed at which the trains will be passing through urbanized/built areas.
2. The EIR/EIS should clearly identify if grade separations will be applied at every intersection along the entire length of the system and if so what criteria will be used to determine where grade separations are applied.
3. The EIR/EIS should clearly identify the impacts of train traffic on local circulation where grade separations are not applied.
4. Where there is no cross vehicular traffic or no grade separation, the EIR/EIS should clearly identify what mitigation measures will be applied to prevent train collisions with pedestrians or any other types of vehicles.
5. The EIR/EIS should discuss how accidents such as the one Glendale recently experienced with a Metrolink train will be prevented or minimized.



WE RECYCLE

Thank you for this opportunity to provide comment. If you have any questions please, contact me at (818) 548-2140.

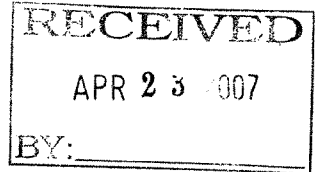
Sincerely,

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Erik Krause  
Senior Planner

EK:ek

Cc: Hassan Haghani, Acting Director of Planning  
Philip Lanzafame, Director of Development Services  
Jano Baghdanian, Traffic and Transportation Administrator



# PALMDALE

*a place to call home*

JAMES C. LEDFORD, JR.  
Mayor

MIKE DISPENZA  
Mayor Pro Tem

STEVEN D. HOFBAUER  
Councilmember

STEPHEN KNIGHT  
Councilmember

TOM LACKEY  
Councilmember

April 18, 2007

Ms. Carrie Pourvahidi  
Deputy Director  
ATTN: Palmdale-Los Angeles  
California High-Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

**RE: Notice of Preparation of a Project Level Environmental Impact Report / Environmental Impact Statement for the Palmdale to Los Angeles Section of the California High-Speed Train System**

Dear Ms. Pourvahidi

Thank you for providing the City of Palmdale with the opportunity to comment on the above-referenced project. The public meeting held on April 12, 2007, provided a good opportunity to learn more about the project and we are excited about the proposed stop within the City of Palmdale.

The Notice of Preparation requested that agencies with jurisdiction provide information regarding applicable permits and environmental review. If the high speed rail is to be located within the existing Union Pacific Railroad right-of-way, the only permits that appear to be necessary are encroachment permits for work within the City right-of-way. No additional environmental review will be necessary beyond the proposed Environmental Impact Report/Environmental Impact Statement.

There are several locations within the City, notably Sierra Highway, Palmdale Boulevard (State Route 138) and Avenue S where grade separated crossings will be necessary. The City's Public Works Department will be interested in discussing and reviewing designs for these when available.

Auxiliary aids provided for

communication accessibility

upon 72 hours' notice and request.

Letter to Ms. Pourvahidi  
NOP for California High Speed Rail  
April 18, 2007  
Page 2

Should you require any additional information, please contact  
Susan Koleda or me at 661/267-5200.

Sincerely

A handwritten signature in black ink, appearing to read 'Asoka Herath', with a stylized flourish at the end.

Asoka Herath  
Director of Planning

AH:sk

cc: Richard Kite  
Laurie Lile

City of  
**SANTA CLARITA**

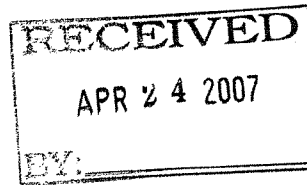
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Website: www.santa-clarita.com

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(661) 259-8125



*Celebrating 20 Years of Success*

April 23, 2007



Ms. Carrie Pourvahidi  
Deputy Director  
Attention Palmdale-Los Angeles  
California High Speed Rail Authority  
925 L. Street, Suite 1425  
Sacramento, CA 95814

Subject: Response to Notice of Preparation/Notice of Intent for the  
Palmdale-Los Angeles Segment of the California High Speed Rail  
Project

Dear Ms. Pourvahidi:

Thank you for allowing the City of Santa Clarita to comment on the Palmdale to Los Angeles segment of the California High Speed Rail (HSR) project. The City of Santa Clarita City Council adopted resolutions in 2002 and 2004 to support the HSR's conceptual alignment through the Antelope Valley (see enclosure).

While the Notice of Preparation and Notice of Intent (NOP/NOI) vaguely list the issue areas that would be analyzed, the City of Santa Clarita requests the following items to be addressed in detail in the Environmental Impact Report (EIR) and the Environmental Impact Statement (EIS) which is being prepared for the project. These issues include:

1. The City of Santa Clarita believes that a station location in the Santa Clarita Valley should be analyzed as part of the environmental process. The Santa Clarita Valley is an area currently experiencing a large amount of growth. Approximately 250,000 people live in the Valley and this number is expected to double in the next 25-30 years. Currently, over 50 percent of the residents commute outside the Valley to their workplace. This analysis should be included as a principal project alternative.
2. The environmental analysis should include a discussion of transit-oriented development in proximity to the stations.
3. Currently, an alternative high speed railway, which uses magnetic levitation technology, is proposed to use a similar corridor through the





eastern edge of the Santa Clarita Valley. The City is currently part of a joint powers agreement (JPA) exploring this technology. The document should discuss how these different rail systems would interface.

4. The document should include a discussion of needed transportation improvements that are required to serve either the Santa Clarita or Sylmar station. This should include improvements to existing bus systems, roadways upgrades to areas the station would be serving, and impacts to existing rail service and transit stations.
5. The document should include a discussion of the requirements for the station. This should include the amount of land area, rail requirements, parking spaces, roadways to serve the stations and amenities to be included at the station, such as child care and security. The discussion should include impacts to the surrounding properties and communities as well.
6. The document should include the percentages of the amount of track that would be elevated, at-grade, below grade or underground. Also included should be the right of way requirements for these tracks and where they are co-located with other rail facilities; and the maximum number of rails that would use this right-of-way at any given location. Each one of these construction methods provides their own unique environmental impacts. As such, each one of these methods should include discussions and analysis in the all of the CEQA environmental impact areas including the following:
  - Wildland Fire Hazards including impacts from high voltage electric lines in fire hazard areas.
  - Wildlife interface and Wildlife Corridor impacts.
  - Aesthetic impacts, especially to scenic corridors and impacts of the electric lines serving the project.
  - Light and Glare issues.
  - Subsurface Water impacts including impacts to aquifers.
  - Hydrological impacts.
  - Geological issues including soils.
  - Noise impacts to all uses in proximity to the corridor.
  - Impacts to Humans and other Quality of Life issues.

Thank you for the opportunity to submit these comments. We look forward to receiving the EIR/EIS upon their circulation for agency comment. If you have

California High Speed Rail-Palmdale to Los Angeles Section  
NOP/NOI Response  
April 23, 2007  
Page 3

any questions, please contact Fred Follstad, AICP, Senior Planner, at (661) 255-4330.

Sincerely,

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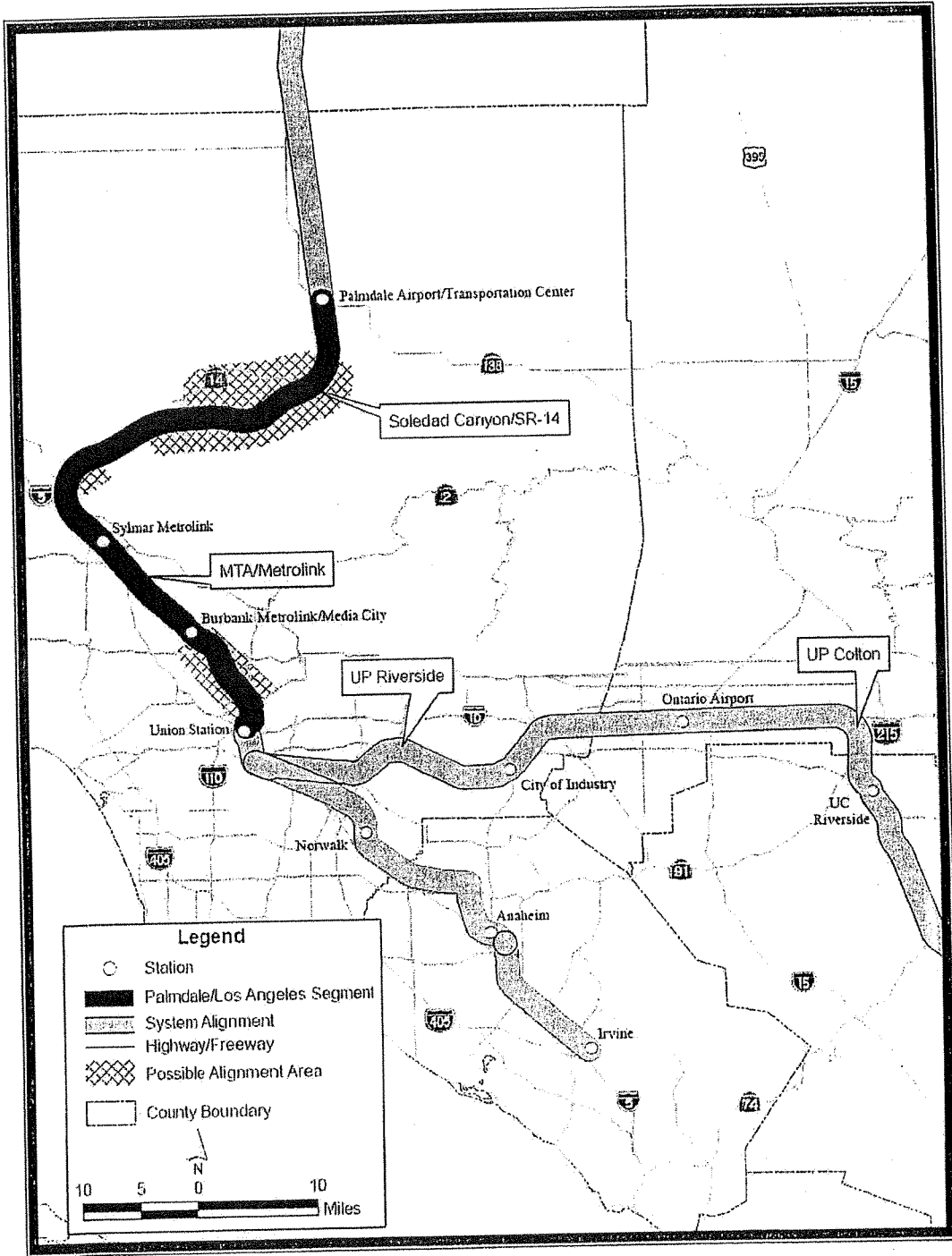
Paul Brotzman  
Director of Community Development

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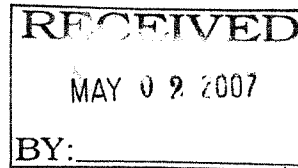
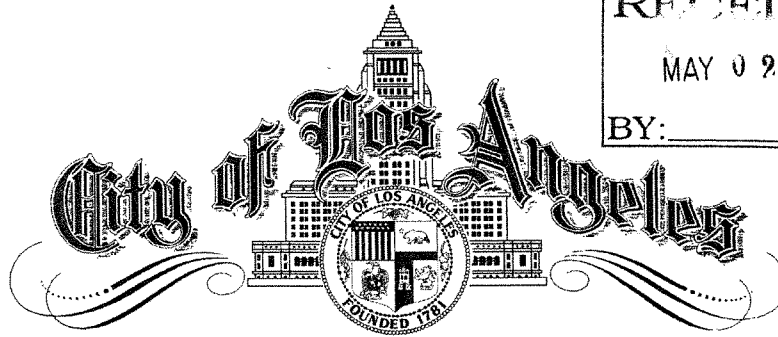
Enclosure

cc: Mayor McLean and Members of the City Council  
Chair Burkhart and Members of the Planning Commission  
Kenneth R. Pulskamp, City Manager  
Ken Striplin, Assistant City Manager  
Robert Newman, Director of Public Works  
Michael Murphy, Intergovernmental Relations Officer  
Lisa Hardy, AICP, Planning Manager  
Debbie Helbig, Project Development Coordinator  
Ian Pari, Senior Traffic Engineer  
Fred Follstad, AICP, Senior Planner

**Attachment B**  
**Palmdale/Los Angeles Segment**



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CITY HALL, ROOM 410.  
LOS ANGELES, CA 90012  
(213) 485-3451 PHONE  
(213) 485-8907 FAX



DISTRICT OFFICE  
163 S. AVE. 24  
ROOM 202  
LOS ANGELES, CA 90031  
(213) 485-0763 PHONE  
(213) 485-8908 FAX

ED P. REYES  
Councilmember, First District

VIA E-MAIL

April 27, 2007

Mr. Dan Leavitt, Deputy Director  
ATTN: Palmdale- Los Angeles  
California High Speed Rail Authority  
925 L Street, Suite 1425  
Sacramento, CA 95814

Dear Mr. Leavitt,

As Chair of the Ad Hoc Committee for the Los Angeles River and Councilmember representing the First District of the City of Los Angeles, I am writing to express several concerns regarding the project level Environmental Impact Statement and Environmental Impact Report for the section of the Authority's proposed California High-Speed Train System from the City of Palmdale to the City of Los Angeles' Union Station.

In 2005, in cooperation with Congressmembers Lucille Roybal-Allard and Xavier Becerra, then Assemblymember Jackie Goldberg, Supervisor Gloria Molina and Mayor Antonio Villaraigosa, I met with Joseph Petrillo, Chair of the High Speed Rail Authority (HSRA) to voice our objection to a preferred alignment through either the Los Angeles State Historic Park (Cornfields) or Taylor Yard that was being considered as part of the programmatic environmental document. I asked that the corridor from Sylmar to Union Station be identified as an area for further study and that it be wide enough to consider several viable alternatives. I feel the response to this request has been inadequate and I urge you not to repeat the same mistake as the project level environmental documentation moves forward.

It is my understanding that the area from Burbank to Union Station will be considered as the corridor for further study. While this seems too small a corridor to offer many viable alternatives, what additionally concerns me is that the Notice of Intent (NOI) published in the Federal Register states that:

The Palmdale to Los Angeles HST corridor that was selected by the Authority and the FRA with the statewide program EIR/EIS follows SR-58/Soledad Canyon from the City of Palmdale to Sylmar and then

along the Metrolink Railroad line to Los Angeles Union Station.

Although I understand the desire on the part of the High Speed Rail Authority to utilize existing Metrolink right-of-way, I believe that the significant investment that the State has already made at Taylor Yard, now renamed Rio de Los Angeles State Park, should preclude such an alignment. At the very least, every effort should be made to identify alternatives that do not impact the park such as the possibility of utilizing existing right-of-way along the highway.

The State Park at Taylor Yard was fought for in large part on the basis of environmental justice concerns. I would like to see the cumulative impacts, in particular those related to environmental justice, adequately addressed as part of the project level EIR/EIS and the prioritization of alternatives that avoid these impacts altogether. Designs that could avoid impact and potential mitigation measures should be incorporated early into the process and included in the budget in order to ensure they are implementable as the High Speed Rail Authority moves forward.

In addition, it is not clear to me the intended ridership and communities that will be served by the high-speed rail. The NOI states that:

Station area development policies to encourage transit-friendly development near and around HST stations that would have the potential to promote higher density, mixed-use, pedestrian oriented development around the stations will be prepared in coordination with local and regional planning agencies.

This suggests to me that in addition to providing intercity travel options, the intent of the high-speed rail is to provide local options for commuters. As Chair of the City of Los Angeles' Planning and Land Use Management Committee, I am actively promoting land uses that are in line with your above stated goal and look forward to additional progress in this regard. In order to achieve this objective and be compatible with local communities, it will be necessary for the train to reduce its speed as it enters highly urbanized areas such as Los Angeles. As past Chair of the Metro Gold Line Authority with oversight of the construction of the Gold Line rail I found that this reduction in speed allows greater flexibility in designing the track, alignment, and station locations, and I would like to see this type of analysis incorporated in the EIR/EIS. It is incumbent upon the HSRA to ensure that those communities who are impacted by the rail also have the opportunity to be served by it.

Equally important is that your process for alignment selection is open and transparent. I would like to request that the High Speed Rail Authority provide an update to the Ad Hoc Committee on the Los Angeles River and maintain an ongoing dialogue with key stakeholders in the region. The Los Angeles River Revitalization Master Plan is nearing completion and it will be important to work together during implementation to ensure the needs of the region are met.

I look forward to a continued dialogue between my office and the High Speed Rail Authority. If you have any questions please contact Jill Sourial of my staff at 213-473-7001.

Sincerely,

A handwritten signature in black ink, appearing to read "Ed P. Reyes". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

ED P. REYES  
Councilmember, First District

cc:   Congressmember Lucille Roybal-Allard  
      Congressmember Xavier Becerra  
      Assemblymember Kevin DeLeon  
      Supervisor Gloria Molina  
      Mayor Antonio Villaraigosa  
      Members, Ad Hoc Committee on the Los Angeles River